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60,130-1869 (02MRA0357)

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

APPLICANTS: Daniel Hock

SERIAL NO.: 10/664,124

FILED: 09/17/2003

ART UNIT: 3634

EXAMINER: Purol, David M.

FOR: VEHICLE SUNSHADE GUIDE MECHANISM

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

APPEAL BRIEF

Dear Sir:

Appellant submits this Appeal Brief pursuant to the Notice of Appeal filed July 27, 2005. Enclosed is a check for the appeal brief fee. Any additional fees or credits may be charged or applied to Deposit Account No. 50-1482 in the name of Carlson, Gaskey & Olds.

REAL PARTY IN INTEREST

The real party in interest is ArvinMeritor GmbH assignee of the present invention.

RELATED APPEALS AND INTERFERENCES

There are no prior or pending appeals, interferences or judicial proceedings related to this appeal, or which may directly affect or may be directly affected by, or have a bearing on, the Board's decision in this appeal.

STATUS OF CLAIMS

Claims 1-4, 6-15, and 17-23 are pending, rejected, and appealed. Claims 5 and 16 are indicated as allowable.

STATUS OF AMENDMENTS

All amendments have been entered.

SUMMARY OF CLAIMED SUBJECT MATTER

The subject invention relates to a motor vehicle sunshade guide mechanism, and more particularly a guide mechanism having at least one guide rail and a sliding carriage adapted to be shifted in the guide rail. See paragraph [2].

Figures 1 through 12 show a guide rail 10 that is shifted in a sliding carriage 12. The guide rail 10 is fitted to the roof of a vehicle and extends roughly parallel to the longitudinal direction of the vehicle. In a typical guide system, two guide rails are arranged opposite each other and typically extend parallel to each other. Accordingly, the guide system also includes two sliding carriages 12 that are likewise arranged opposite each other. The sliding carriages 12

are connected to each other by a crosspiece 14 (Figure 2) that extends generally at right angles with respect to the longitudinal direction of the vehicle. See paragraph [28].

A sunshade (not shown), such as a roller blind or sliding headliner, is connected to the crosspiece 14 and is arranged below a roof opening closed by a cover of a sliding roof system. See paragraph [29]. In one embodiment, the roller blind is received in a housing at its rear end with respect to the direction of travel of the vehicle and may be pulled out of the housing toward the front, against the biasing force a retracting spring. At its front end, the roller blind is located by the crosspiece 14 and the two sliding carriages 12 in the inventive guide assembly. The two sliding carriages 12 lock the roller blind in place in the guide rail in any desired position to prevent it from being unintentionally retracted back into the housing by the biasing force of the retracting spring. See paragraph [30].

In one embodiment, each guide rail 10 is embodied in the form of a deep-drawn profiled part made from an aluminum alloy and has a guide groove 16 in which the sliding carriage 12 is arranged. As shown in Figure 8, the guide groove 16 features a pair of side faces 18 arranged obliquely opposite each other to act as brake faces. The guide rail is provided with a support face 20 on the side opposite the bottom of the guide groove 16. See paragraph [31].

The sliding carriage 12 has a generally rectangular body 22 (Figure 2) disposed within the space between the guide groove 16 and the support face 20. A connecting extension 24 connected to the crosspiece 14 projects laterally from the body 22. A brake member 26 is arranged on the side of the body 22 disposed in the guide groove 16. The brake member 26 is preferably made of a material having a high coefficient of friction and includes a pair of cushions 28 on the outside that are connected to each other by a connecting bridge 30 as shown in Figure

7. The two cushions 28 rest on the outer faces of the body 22 and are associated with the side faces 18 of the guide groove 16. See paragraph [32].

On the side facing away from the bottom of the guide groove 16, the body 22 of the sliding carriage 12 is provided with a spring 32 as shown in Figure 5. In one embodiment, the spring 32 is configured as a leaf spring having a pair of spring arms 34 and a central section 36. The central section 36 engages around the body 22 of the sliding carriage 12 from the side (see Figure 3) so that the spring 32 is securely fixed to the carriage 12. The two spring arms 34 extend in the longitudinal direction of the body 22 and have a support cap 38 on each free end. Each support cap 38 is made of a material having a low coefficient of friction and is supported on the support face 20 of the guide rail 10. In one embodiment, the material of the support caps 38 is the same as the material of the body 22 of the sliding carriage 12 so that the body 22 also has a low coefficient of friction in relation to the guide rail 10. See paragraph [33].

In the initial condition as shown in Figures 1 through 4, the body 22 of the sliding carriage 12 is pressed into the guide groove 16 by the spring 32, whose support caps 38 are supported on the support face 20 of the guide rail 10. In this position, the two cushions 28 of the brake member 26 rest against the side faces 18 of the guide groove 16. As noted above, the side faces 18 of the guide groove 16 act as brake faces. Because the side faces 18 of the guide groove 16 are disposed obliquely to the direction of action of the spring 32, a wedging action increases the force applied to the brake member 26 by the side faces 18, causing the sliding carriage 12 to be reliably locked in place at a selected position in the guide rail 10. The braking forces at the interface between the side faces 18 and the cushions 28 of the brake member 26 are large enough to prevent the sliding carriage 12 and the crosspiece 14 connected to it from being inadvertently

shifted in the guide rail 10 by the return spring biasing forces acting on the roller blind by its associated spring. See paragraph [35].

When a user wishes to adjust the roller blind, he grasps a handle 40 (Figure 13) attached to the crosspiece 14 to pull the crosspiece 14 toward the front or toward the rear. Because the handle 40 is disposed below the sliding carriage 12, moving the handle 40 toward the front causes the sliding carriage 12 to pivot into the position shown in Figures 5 through 8, biasing the rear spring arm 34. In the pivoted position, the upper end of the body 22 of the sliding carriage 12, which is the front end in relation to the vehicle in this example, acts as a tilt edge 42 supported by the bottom of the guide groove 16 of the rail 10. At the same time, the upper rear end of the sliding carriage 12 moves away from the bottom of the guide groove 16. This swiveling movement of the carriage 12 within the guide rail 10 causes the two cushions 28 to be released from the side faces 18 of the guide groove 16, freeing the sliding carriage 12 to allow the carriage 12 to move easily. See paragraph [37].

The carriage may then be shifted in the guide rail 10 against a minor resistance caused by the low friction between the tilt edge 42 of the body 22 and the bottom of the guide groove 16, on the one hand, and between the support cap 38 of the spring 32 and the support face 20 of the rail 10, on the other hand. As soon as the handle 40 is released again, the biased spring arm 34 at the rear presses the sliding carriage 12 back into the initial position shown in Figures 1 through 4, causing the cushions 28 to be pressed between the side faces 18 of the guide groove 16 to lock the sliding carriage 12 in place. See paragraph [38].

As can be seen in Figure 1, the sliding carriage 12 is constructed to be mirror-symmetrical with respect to a central plane, which in this example coincides with the sectional

plane III. See paragraph [34]. Figures 9 through 12 show the sliding carriage 12 in the position it will assume when the crosspiece 14 is shifted toward the rear along with the two sliding carriages 12 in the guide rail 10. Because the body 22 is mirror-symmetric, no further explanations are required in this connection. See paragraph [39].

Independent claim 1 is directed to a sunshade guide mechanism that includes at least one guide rail having a brake face and a sliding carriage shiftable in the at least one guide rail. See paragraph [31]. The sliding carriage, as defined in claim 1, has a body that shifts in the at least one guide rail, and a brake member connected to the body that cooperates with the brake face to lock the sliding carriage in the at least one guide rail. See paragraph [32]. Claim 1 further recites that at least one spring has a biasing force that acts upon the sliding carriage to press the brake member against the brake face, and at least one tilt edge spaced away from the brake member, wherein the sliding carriage swivels about the at least one tilt edge against the biasing force of the at least one spring to release the brake member from the brake face. See paragraphs [35] and [37].

Independent claim 14 is directed to a sunshade guide mechanism that includes: two guide rails disposed opposite each other, each of the two guide rails having a brake face, and two sliding carriages with each sliding carriage being disposed in one of the two guide rails. See paragraphs [28] and [31]. Claim 14 recites that each sliding carriage has a body that shifts in a respective guide rail, and a brake member connected to the body that cooperates with the brake face to lock a respective sliding carriage in the respective guide rail. See paragraph [32]. Claim 14 also recites that each sliding carriage is symmetrical in relation to a transverse plane extending through the brake member, and that the brake member is made of a material having a

high coefficient of friction. See paragraphs [32] and [34]. Claim 14 further includes at least one spring having a biasing force that acts upon the respective sliding carriage to press the brake member against the brake face, and a first tilt edge at a first end of the sliding carriage and a second tilt edge at a second end of the sliding carriage, the first and second tilt edges being spaced away from the brake member, wherein the sliding carriage is swiveled about the first and second tilt edges against the biasing force of the at least one spring to release the brake member from the brake face. See paragraphs [35] and [37]. Claim 14 also recites that the first and second tilt edges, and a portion of the at least one spring that is in contact with the respective guide rail, are each made of a material having a low coefficient of friction. See paragraph [33]. Claim 14 also includes a crosspiece connecting the two sliding carriages. See paragraph [28].

GROUNDS OF REJECTION TO BE REVIEWED ON APPEAL

A. Claims 1-3, 6, 9-13, 21, and 22 stand rejected under 35 U.S.C. 102(b) as being anticipated by Milans (US 729630).

B. Claims 4, 7, 8, 14, 15, 17-20, and 23 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Milans alone.

ARGUMENT

A. Anticipation Rejection Over Milans

Claims 1-3, 6, 9-13, 21, and 22 stand rejected under 35 U.S.C. 102(b) as being anticipated by Milans (US 729630).

Claims 1-3, 9, 11-13, and 21-22

Claim 1 recites that the sliding carriage swivels about a tilt edge against the biasing force of the spring to release the brake member from the brake face.

The examiner argues that Milans discloses a guide mechanism comprising a guide rail D, D', a sliding carriage E with edges that are tiltable, a pair of brake members e, and a spring F. Appellant respectfully disagrees with this interpretation of Milans.

Milans discloses guide strips D, D' that are mounted to sides of a window casing C wherein a block body E is received within each guide strip D, D'. Wheels (e) are positioned at upper and lower ends on one side of the block body E. On an opposite side of the block body E is a spring F. The spring F exerts a force that holds the wheels (e) against a surface (d') of the respective guide strip D, D'. The block body E, which the examiner argues corresponds to the claimed sliding carriage, does not include a tilt edge and cannot swivel about a tilt edge.

Appellant's claimed sliding carriage is movable between at least two positions. As set forth in claim 1, the sliding carriage includes a brake member that cooperates with the brake face on the guide rail to lock the sliding carriage in the guide rail, and the sliding carriage swivels about a tilt edge against the biasing force of the spring to release the brake member from the brake face.

The block body E in Milans is permanently biased by spring F against surface (d'). Thus, the wheels (e) are always biased against surface (d'), which means that the wheels (e) are never released from an engagement surface in Milans, which is contrary to the language set forth in claim 1, which states that the brake member is released from the brake face. Further, there is

absolutely no disclosure in Milans of the block body E being capable of moving against the biasing force of the spring, let alone disclosing swiveling capability about a tilt edge.

The examiner admits that Milans does not specifically disclose tilting of the block body E, however, the examiner subsequently argues that Milans discloses that the edges are *capable* of being tilted. The examiner further argues the block body E includes numerous edges that are capable of tilting movement due to the resiliency of the spring F, which is attached to the block body E. Thus, the examiner seems to be arguing that while tilting movement is not specifically disclosed, the block body E would inherently tilt due to the resiliency of the spring. Appellant respectfully disagrees.

The fact that a certain result or characteristic may occur or be present in the prior art is not sufficient to establish the inherency of that result or characteristic." In re Rijckaert, 9 F.3d 1531, 1534; 28 USPQ2d 1955, 1957 (Fed. Cir. 1993). "To establish inherency, the extrinsic evidence 'must make clear that the missing descriptive matter is necessarily present in the thing described in the reference, and that it would be so recognized by persons of ordinary skill. Inherency, however, may not be established by probabilities or possibilities. There mere fact that a certain thing may result from a given set of circumstances is not sufficient.'" In re Robertson, 169 F.3d 743; 49 USPQ2d 1949, 1950-1951 (Fed. Cir. 1999).

It is clear from the drawings and description of Milans that the block body E does not tilt. The spring F always biases the wheels (e) against the surface (d') of the guide strips D, D'. The spring F is the only component that provides variable movement within the slider mechanism. "As the truck reaches the narrow portion of the guide the lowermost point or arm of the spring is under greater compression than the upper one, and to equalize this pressure to a certain extent the

lower arm is made longer than the upper arm and extends somewhat below the truck." Page 2, lines 77-83.

Both wheels (e) are always engaged with surface (d'), and both the upper and lower spring arms of spring F are always engaged with opposing surface (d'). The only resilient movement that occurs is the compression of spring F between surface (d') and the block body E. The block body E itself is constrained solely for vertical movement along surface (d'), block body E does not move laterally. Thus, while the examiner argues that the block body E *could* tilt, it is clear that the block body E *cannot* tilt.

As discussed above, the examiner seems to be arguing that the block E would inherently tilt but there is absolutely no basis for this assertion. "In relying upon the theory of inherency, the examiner must provide a basis in fact and/or technical reasoning to reasonably support the determination that the allegedly inherent characteristic necessarily flows from the teachings of the applied prior art." Ex parte Levy, 17 USPQ2d 1461, 1464 (Bd. Pat. App. & Inter. 1990). As discussed in detail above, the block body E in Milans is clearly not capable of being tilted. Further, the examiner has not provided any basis in fact or technical reasoning to support the assertion that Milans actually discloses, suggests, or teaches tilting movement of the block body E.

Additionally, claim 1 requires that the brake member lock the sliding carriage in the guide rail and that the carriage swivels about the tilt edge to release the brake member from the brake face. The examiner argues the wheels (e) in Milans correspond to appellant's claimed brake members, and that these wheels (e) are released from the brake face by movement of curtain stick A' against the bias of spring F. "[A]ny movement of the curtain stick A' against the

bias of the spring F will result in the carriage shifting in the guide rail thereby releasing the wheels from the brake face of the guide rail." See the Final Office Action dated May 25, 2005, Page 3, lines 8-10. Appellant respectfully disagrees with this interpretation of Milans.

First, the wheels (e) are not brake members. Second, even assuming that the wheels (e) can be considered as corresponding to the claimed brake members, it is clear from Figure 3 of Milans that the wheels (e) can never be released from surface d'. Each of these arguments is presented in greater detail below.

While it is well settled that the terms in a claim are to be given their broadest reasonable interpretation, this interpretation must be consistent with the specification, with claim language being read in light of the specification as it would be interpreted by one of ordinary skill in the art. In re Bond, 15 USPQ2d 1566, 1567 (Fed. Cir. 1990). Appellant's brake members 26 are arranged on sides of the sliding carriage body 22 disposed in the guide groove 16. The brake members 26 are preferably made of a material having a high coefficient of friction and comprise a pair of cushions 28 that engage side faces 18 of the guide groove 16. The braking forces at the interface between the side faces 18 and the cushions 28 of the brake member 26 are large enough to lock sliding carriage 12 in the guide rail 10. See paragraphs [32] and [35] and Figures 1 and 3.

The wheels (e) in Milans are low friction components that allow the shade to be shifted within the guide strips D, D'. The wheels (e) themselves are clearly not capable of locking the body block E in the guide strips D, D'. Milans provides braking with the spring F. The spring F reacts against the body block E such that sufficient force is provided to prevent the wheels (e) from turning such that the shade is retained in a desired position. See page 2, lines 55-60.

To summarize, wheels (e) in Milans allow sliding movement while appellant's claimed brake members prevent movement. One of ordinary skill in the art simply would not consider the wheels (e) of Milans as corresponding to the claimed brake members.

Further, the wheels (e) in Milans are not released from the engagement surface (d'). The examiner argues that movement of curtain stick A' against the bias would release the wheels (e) from the brake face. Appellant respectfully disagrees.

Figure 3 clearly shows that the spring F cannot be sufficiently compressed such that the wheels (e) would be released from engagement with (d') before the stick A' would hit retaining flange D2. "The two guides are arranged in relation to each other so that a *narrow* space d^3 is left between the two flanges D2 for the admission of the end of the curtain-stick A' (emphasis added)." Page 1, lines 98-102. The curtain-stick A' would clearly hit the retaining flange D2 before the wheels (e) could be released. The fact that the wheels (e) cannot be released from engagement with surface (d') is further supported by Figure 2 that shows that the surface (d'), against which the spring F acts, tapers inwardly toward the spring F. Thus, the space available for the spring F to compress itself within is constantly decreasing. This makes it even less likely that the wheels (e) would ever be released from engagement with surface (d').

Thus, for the many reasons set forth above, claim 1 is not anticipated by Milans. Thus, appellant respectfully asserts that Milans does not anticipate claim 1 and requests that the rejection be reversed. For similar reasons, Milans does not anticipate claims 3, 9, 11-13, and 21-22.

Claim 6

Claim 6 recites that the at least one tilt edge comprises a first tilt edge at a first end of the sliding carriage and a second tilt edge at a second end of the sliding carriage.

For the reasons set forth above, Milans does not disclose a sliding carriage with a tilt edge. Milans certainly does not disclose a sliding carriage with first and second tilt edges at first and second ends of the sliding carriage, respectively. The spring F in Milans is specifically configured to have the lower spring arm be longer than the upper spring arm. Thus, even if Milans could somehow be interpreted as having the ability to tilt about one tilt edge, the spring configuration would make it impossible to allow tilting about a second tilt edge.

Milans utilizes the non-symmetrical spring configuration specifically to equalize pressure applied by the upper and lower spring arms as the blocking body E is slid into the narrower tapered portion. See page 2, lines 77-83. Further, this spring configuration always maintains a pressure force against the engagement surfaces (d') in a manner that prevents binding or cramping of the mechanism. Thus, appellant respectfully asserts that Milans does not disclose first and second tilt edges as claimed, and requests that the rejection be reversed.

Claim 10

Claim 10 recites that the brake member comprises a pair of braking cushions arranged on opposite sides of the sliding carriage.

The examiner argues that the wheels (e) of Milans correspond to appellant's claimed brake members. However, it is clear that the wheels (e) of Milans are not "cushions." One of ordinary skill in the art simply would not consider the wheels (e) of Milans as corresponding to

the claimed braking cushions. If the wheels (e) of Milans where formed as braking cushions, the shade would not be able to be moved within the guide strips D, D'. Thus, appellant asserts that the examiner's interpretation of Milans is not reasonable.

Further, the wheels (e) of Milans are not on opposite sides of the block body E. Figures 2 and 3 clearly show that the wheels (e) are on the same side of the block body E.

Thus, appellant respectfully asserts that Milans does not anticipate claim 10, and requests that the rejection be reversed.

B. Obviousness Rejection Over Milans

Claims 4, 7, 8, 14, 15, 17-20, and 23 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Milans alone.

Claim 4

Claim 4 recites that the at least one tilt edge, and a portion of the spring arm contacting the at least one guide rail, are each made of a material having a low coefficient of friction.

The examiner admits that Milans does not disclose this feature, but argues that "the selection of a known material based upon its suitability for the intended use would have been obvious to one of ordinary skill in the art and as such cannot be relied upon for patentability." As discussed above, claim 4 recites that a tilt edge of the sliding carriage and a portion of the spring arm are made from a material having a low coefficient of friction.

First, the blocking body E in Milans never contacts the engagement surfaces (d'). Therefore, there would be no reason for the blocking body of Milans to be formed from a low friction material.

Second, the spring F in Milans is responsible for braking the mechanism and holding the mechanism at a desired location. See Page 2, lines 56-60. To form the spring F in Milans from a low friction material would render the Milans unsatisfactory for its intended purpose and would change the principle of operation of the base reference. See MPEP 2143.01.

Thus, for the reasons set forth above appellant respectfully asserts that the rejection of claim 4 under 35 U.S.C. 103(a) is improper, and requests that the rejection be reversed.

Claims 7 and 17

Claim 7 recites that the entire body of the sliding carriage is made of a material having a low coefficient of friction.

The examiner admits that Milans does not disclose this feature, but argues that "the selection of a known material based upon its suitability for the intended use would have been obvious to one of ordinary skill in the art and as such cannot be relied upon for patentability." Appellant disagrees. The blocking body E in Milans never contacts any surfaces of the guide strips D, D1. Thus, there would be no reason for the blocking body of Milans to be formed from a low friction material. Appellant asserts that there is no motivation or suggestion to modify the blocking body E of Milans to be formed from a low friction material.

Appellant respectfully asserts that the rejection of claims 7 and 17under 35 U.S.C. 103(a) is improper, and requests that the rejection be reversed.

Claim 8

Claim 8 recites that the brake member is made of a material having a high coefficient of friction.

The examiner admits that Milans does not disclose this feature, but argues that "the selection of a known material based upon its suitability for the intended use would have been obvious to one of ordinary skill in the art and as such cannot be relied upon for patentability." Appellant disagrees.

The examiner argues that the wheels (e) of Milans correspond to appellant's claimed brake members. The wheels (e) must be capable of easily rolling within the guide strips D, D'. If the wheels (e) were to be made from a high friction material, movement of the shade would be impeded, making it difficult for an operator to raise and lower the shade. Thus, appellant asserts that there is no motivation or suggestion to form the wheels (e) of Milans from a high friction material.

Appellant respectfully asserts that the rejection of claim 8 under 35 U.S.C. 103(a) is improper, and requests that the rejection be reversed.

Claims 14-15, 18, 20, 23

For the reasons set forth above in Section A, Milans does not disclose, suggest, or teach a sliding carriage that is swiveled as defined in claim 14. The examiner rejects claim 14 under 35 U.S.C. 103(a) with regard to the types of materials that are defined within the claim language of claim 14.

Claim 14 recites that the brake member is made of a material having a high coefficient of friction; and that the first and second tilt edges, and a portion of the at least one spring that is in contact with the respective guide rail, are each made of a material having a low coefficient of friction.

The examiner admits that Milans does not disclose components formed from such materials, but argues that "the selection of a known material based upon its suitability for the intended use would have been obvious to one of ordinary skill in the art and as such cannot be relied upon for patentability." Appellant disagrees.

For the reasons set forth above with regard to claim 8, appellant asserts that there is no motivation or suggestion to form the wheels (e) of Milans from a high friction material. For the reasons set forth above with regard to claim 4, appellant asserts that there is no motivation or suggestion to form the first and second tilt edges, and a portion of the spring that is in contact with the guide rail from a material that has a low coefficient of friction.

Appellant respectfully asserts that the rejection of claims 14-15, 18, 20, 23 under 35 U.S.C. 103(a) is improper, and requests that the rejection be reversed.

Claim 19

Claim 19 recites that the brake member comprises a pair of braking cushions arranged on opposite sides of each sliding carriage.

The examiner argues that the wheels (e) of Milans correspond to appellant's claimed brake members. However, it is clear that the wheels (e) of Milans are not "cushions." One of ordinary skill in the art simply would not consider the wheels (e) of Milans as corresponding to

the claimed braking cushions. If the wheels (e) of Milans where formed as braking cushions, the shade would not be able to be moved within the guide strips D, D'. Thus, appellant asserts that the examiner's interpretation of Milans is not reasonable.

Further, the wheels (e) of Milans are not on opposite sides of the block body E. Figures 2 and 3 clearly show that the wheels (e) are on the same side of the block body E.

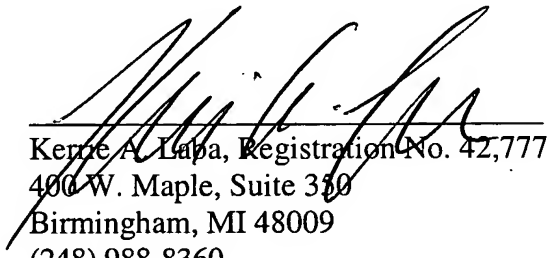
Thus, appellant respectfully asserts that Milans does not anticipate claim 19, and requests that the rejection be reversed.

CONCLUSION

For the reasons set forth above, the rejection of all claims is improper and should be reversed. Appellant earnestly requests such an action.

Respectfully submitted,

CARLSON, GASKEY & OLDS



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Dated: September 26, 2005

CERTIFICATE OF MAIL

I hereby certify that the enclosed Appeal Brief is being deposited with the United States Postal Service as First Class Mail, postage prepaid, in an envelope addressed to Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, on this 26th day of September 2005.

Beth A. Beard

CLAIMS APPENDIX

1. A sunshade guide mechanism, comprising:

at least one guide rail having a brake face; and

a sliding carriage shiftable in the at least one guide rail, the sliding carriage having

a body that shifts in the at least one guide rail,

a brake member connected to the body and that cooperates with the brake face to lock the sliding carriage in the at least one guide rail,

at least one spring having a biasing force that acts upon the sliding carriage to press the brake member against the brake face, and

at least one tilt edge spaced away from the brake member, wherein the sliding carriage swivels about the at least one tilt edge against the biasing force of the at least one spring to release the brake member from the brake face.

2. The guide mechanism as claimed in claim 1, wherein the sliding carriage is symmetrical in relation to a transverse plane extending through the brake member.

3. The guide mechanism as claimed in claim 2, further comprising a spring arm on the sliding carriage extending across both sides of the transverse plane.

4. The guide mechanism as claimed in claim 1, wherein the at least one tilt edge and a portion of the spring arm contacting the at least one guide rail are each made of a material having a low coefficient of friction.

5. The guide mechanism as claimed in claim 4, wherein the spring arm is a leaf spring having at least one free end, and wherein the guide mechanism further comprises a support cap disposed on the at least one free end, wherein the support cap has a low coefficient of friction.

6. The guide mechanism according to claim 1, wherein the at least one tilt edge comprises a first tilt edge at a first end of the sliding carriage and a second tilt edge at a second end of the sliding carriage.

7. The guide mechanism as claimed in claim 1, wherein an entire body of the sliding carriage is made of a material having a low coefficient of friction.

8. The guide mechanism as claimed in claim 1, wherein the brake member is made of a material having a high coefficient of friction.

9. The guide mechanism as claimed in claim 1, wherein the brake face comprises two side faces of a groove in the at least one guide rail, wherein the two side faces are disposed obliquely opposite each other.

10. The guide mechanism as claimed in claim 1, wherein the brake member comprises a pair of braking cushions arranged on opposite sides of the sliding carriage.

11. The guide mechanism as claimed in claim 1, wherein the at least one guide rail comprises two guide rails disposed opposite each other, and wherein the guide mechanism further comprises first and second sliding carriages, each sliding carriage disposed in one of the two guide rails.

12. The guide mechanism as claimed in claim 11, further comprising a crosspiece connecting the first and second sliding carriages.

13. The guide mechanism as claimed in claim 12, further comprising a handle attached to the crosspiece.

14. A sunshade guide mechanism, comprising:

two guide rails disposed opposite each other, each of the two guide rails having a brake face;

two sliding carriages, each sliding carriage disposed in one of the two guide rails, each sliding carriage having

a body that shifts in a respective guide rail,

a brake member connected to the body that cooperates with the brake face to lock a respective sliding carriage in the respective guide rail, wherein each sliding carriage is symmetrical in relation to a transverse plane extending through the brake member, wherein the brake member is made of a material having a high coefficient of friction,

at least one spring having a biasing force that acts upon the respective sliding carriage to press the brake member against the brake face, and

a first tilt edge at a first end of the sliding carriage and a second tilt edge at a second end of the sliding carriage, the first and second tilt edges being spaced away from the brake member,

wherein the sliding carriage is swiveled about the first and second tilt edges against the biasing force of the at least one spring to release the brake member from the brake face, wherein the first and second tilt edges and a portion of the at least one spring that is in contact with the respective guide rail are each made of a material having a low coefficient of friction; and

a crosspiece connecting the two sliding carriages.

15. The guide mechanism as claimed in claim 14, further comprising a spring arm on the sliding carriage extending across both sides of the transverse plane.

16. The guide mechanism as claimed in claim 15, wherein the spring arm is a leaf spring having at least one free end, and wherein the guide mechanism further comprises a support cap disposed on the at least one free end, wherein the support cap has a low coefficient of friction.

17. The guide mechanism as claimed in claim 14, wherein an entire body of each sliding carriage is made of a material having a low coefficient of friction.

18. The guide mechanism as claimed in claim 14, wherein the brake face comprises two side faces of a groove in each of the two guide rails, wherein the two side faces are disposed obliquely opposite each other.

19. The guide mechanism as claimed in claim 14, wherein the brake member comprises a pair of braking cushions arranged on opposite sides of each sliding carriage.

20. The guide mechanism as claimed in claim 14, further comprising a handle attached to the crosspiece.

21. The guide mechanism as claimed in claim 1 wherein the at least one guide rail includes a guide groove that receives at least a portion of the body of the sliding carriage and wherein the guide groove includes opposing side surfaces that form the brake face.

22. The guide mechanism as claimed in claim 21 wherein the body includes opposing body side surfaces and wherein the brake member comprises at least one cushion supported by at least one of the opposing body side surfaces, and wherein the at least one brake cushion that engages a respective one of the opposing side surfaces of the guide groove to lock the sliding carriage in the at least one guide rail.

23. The guide mechanism as claimed in claim 14 wherein each guide rail includes a guide groove having opposing side surfaces forming the brake face and wherein the body for each of the two sliding carriage comprises a rectangular body portion having opposing body side surfaces for supporting the brake member, and wherein the brake member engages both opposing side surfaces of the guide groove to lock the sliding carriage in the respective guide rail.

EVIDENCE APPENDIX

None

RELATED PROCEEDINGS APPENDIX

None